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Hongkong, 8th June, 1906. [153]

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[a158]

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Hongkong, 16th August, 1906. [1889]

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Hongkong, 20th September, 1906. [a34]

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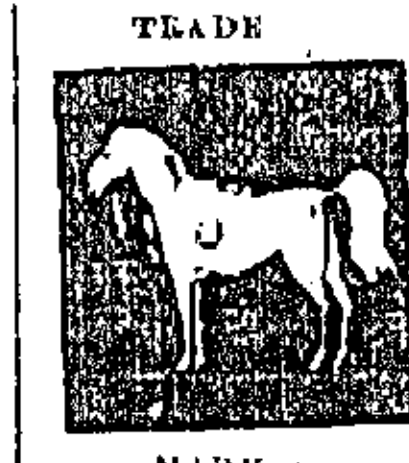
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Hongkong, 6th April, 1904. [798-2]

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Hongkong, 4th September, 1905. [1674]

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Hongkong, 25th October, 1905. [91]

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Hongkong, 3rd October, 1905. [45]

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Ladies' Cloak Rooms
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CHARGES MODERATE, AND NO EXTRAS
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Hongkong, 24th July, 1905. [a1459]

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Canton, give easy communication with both
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9.30 a.m.	to 11.00 a.m.	Every 15 minutes
11.30 a.m.	to 12.45 p.m.	Every 15 minutes
12.45 p.m.	to 1.15 p.m.	Every 15 minutes
1.15 p.m.	to 1.45 p.m.	Every 15 minutes
1.45 p.m.	to 2.15 p.m.	Every 15 minutes
2.15 p.m.	to 3.00 p.m.	Every 15 minutes
3.00 p.m.	to 5.00 p.m.	Every 15 minutes
5.00 p.m.	to 8.00 p.m.	Every 15 minutes

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8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
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9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
12.00 Noon to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
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Hongkong, 27th August, 1906. [1824]

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PER CASE 121 BOTTLES \$38.00

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Agents.

Hongkong, 24th September, 1906. 130

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should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dress as with communications addressed to the Editor,
and for publication but as evidence of good faith.
All letters for publication should be written on
the left side of the paper only.
No anonymous or unsigned communications should be
inserted. Correspondents are requested to send their
communications to the Editor by post, and to be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.
P.O. Box, 88. Telephone No. 12.

BIRTH.
On September 20th, at "Lockwood," the Park,
the wife of Mr. W. St. John, of a son. 1839
MARRIAGE.
On September 25th, at Shanghai, Mr. George May
Agnew, of Canton, England, to Miss
George Macfarlane.

DEATH.
On October 1st, in London, Dr. AUGUSTO CAR-
LOS DE ALVAREZ, of the Portuguese Navy, late
of Macao and Hongkong. Deeply regretted. (By
wire). 1840

HONGKONG OFFICE: 10A, DES VOEUX ROAD, G.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 3RD, 1906.

SPECIAL information from Korea caused us
on Sept. 24th to mention the manner in
which Japan has succeeded while pretending
to open up the country, in blocking outside
access to Korea. We are advised that
already she has been throwing out feelers
with regard to establishing a differential
tariff there in favour of herself; if not of
altogether abolishing the duties. Korea, of
course, is committed by treaty to a tariff,
and without the consent of the contracting
parties such a course would be manifestly
illegal; but Japan has been permitted on
such easy terms to assume what she professes
to be merely a protectorate, but which in
reality for more nearly approaches actual
annexation, that she conceives there will be
little difficulty by taking gradual steps
towards that end and calquing down any
expressions of disapproval that may from
time to time be raised. The steps she has
recently been taking towards monopolising
the opening trade of Manchuria afford a
very clear forecast of her intended financial
policy for the future. Japan at the moment
is maintaining an enormous garrison in
Korea, out of all proportion to the necessities
of the case should she intend only to exercise
her "protectorate". This fact, and her
attitude towards the people and government

of that country are sufficiently plain evidence
were other wanting that her intention is
simply to annex. As her conduct in the
peninsula has been directed to the exclusion
of foreign trade; and has been commercially
unfriendly to Great Britain there is hardly
a decent plea wherewith to appeal to the
British capitalist for help. The number and
the cost of the Korean garrisons is studiously
concealed in the last budget, and it is only by
visiting the country itself that the enormous
cost can be even approximately guessed.
The practical exclusion from Korea of
British trade is only, however, on a par with
her attempted monopoly in Manchuria, only
less and partially thwarted by the weak
and vacillating policy of the Government at
home. It is curious to observe the methods
by which Japan is endeavouring to centre
in her own hands the essential control of
the whole of the trade of the Pacific. She
has been seeking to establish at home a
gigantic series of monopolies, only one of
which, but that the most important, is that
of the railways. This is, of course, a matter
for Japan's own consideration, only as it is
ultimately to be paid for out of British
pockets it is a fair subject for British
comment. At best, politically the policy
is dangerous. But another, and even less
defensible method is to be found in her
wholesale subsidisation of steamers and ship-
ping generally, which forms an essential
part of her policy. She has been endeavour-
ing by such means to gain control of the
entire carrying trade of the Pacific. True,
Germany has herein set her an example,
though on a small scale, but what Germany
has been doing in a small way Japan has
been essaying on a wholesale scale to the
no small disturbance of her own revenues.
Germany has little doubt to hamper her
expansion, while Japan has already heavily
mortgaged her finances. We have already
spoken of the manner in which these
shipping subsidies have been made use of
to interfere with the opening of Manchurian
trade; but the amounts paid to the steamer
lines do not in these cases end with the
direct subsidies but are given on the
understanding that in all cases the freights
shall be preferential, in many cases as much
as fifty per cent; and even in some instances
to guarantee losses. Our informant has
also spoken of the practice of the Japanese
Government in directly financing exports,
which by means of the banks and other
large undertakings it has been doing on a
large scale at the rate of four per cent. It
was by such means that while the Govern-
ment was making promises to the British
Government that it was by every means
endeavouring to open up the country, and
was desirous of nothing so much as "the
Open Door" it was, (in a way we
have already accounted for with strict
impartiality) flooding the country with its
own goods. This, from the British mer-
chant's point of view, was bound to look
fishy; and he is not to be blamed if his
judgment be a little harsh. Four per cent
was of course a lower rate than private
merchants elsewhere had been paying for
accommodation, but his explanation of this
was that the money thus used "to hinder
British trade", had been "gently abstracted
from British pockets". The British mer-
chant naturally hates to see British
capitalists supplying his enemy with
ammunition; but on all sides it is a matter
of business. If one be less patriotic than
another, it will be perhaps the capitalist
Lords do not "follow the flag"; they follow
high interest.

Tientsin is organizing an international walk-
ing match on Oct. 27th.

The Austrian Concession at Tientsin has
made great strides lately.

The reports of two Shanghai Societies, "St.
George" and "St. Andrews," show that both
are flourishing.

We are asked to remind members of the Polo
club of the meeting convened for this evening
at Government House.

The resignation of Major A. M. Boieson,
Capt. Supt. of the Shanghai Police, has been
tendered and accepted.

The funeral of the late Capt. Barnes
Lawrence will take place from the Naval
Hospital to-morrow at 5 p.m.

A Chungking dispatch states that there have
been full harvests in every part of Szechuan
province this year far exceeding the best
harvests of twenty years ago.

Two Chinese were engaged in the illegal
occupation of fishing with dynamite at Shafan
Kok on Sunday, when the charge held by one
man exploded before he was prepared, with the
result that he was blown to pieces and his
comrade severely injured. The latter was
conveyed to hospital.

The return of visitors to the City Hall Library
and Museum for the week ending the 30th Sep-
tember, 1906, shows that of non-Chinese there
were 288 to the Library and 73 to the Museum;
and of Chinese 155 to the former and 1884 to
the latter. The Library was, therefore, used
by 443 persons and the Museum by 1957.

A Bill has been introduced into the Victorian
Assembly which has for its object the suppression
of raffia promoted in the cause of charity. It
also aims at the prohibition of private card play-
ing. The Bill prohibits the forming of sweep-
stakes, beyond the sum of five shillings. Those
who publish any news in connection with betting
are also amenable to punishment.

Yesterday was the Chinese Mid-autumn
festival, or Feast of Lanterns. The Chinese
drag a flag and coloured banners were flying
from the top of many Chinese houses in China
town, and in the evening there were illumina-
tions and a good deal of feasting and
stirring in the various eating houses. The
festivities in Hongkong lacked the usual
enthusiasm this year, we understand, owing to
the depression in business and the immense
loss of lives in the typhoon. The day was
observed as a holiday by the Chinese press.

The following extract from a home paper
has interest for the bowling fraternity of
Hongkong, who frequently enjoy Mr. Nish's
generosity: "Hartington—The single-handed
competition for the handsome silver cup
presented last year by James Nish, Esq., of
Beech, has been won by Mr. Wm. McKend,
Mr. James Dally being the runner up. This
being the second successive year in which the
same player has won it, it now becomes his own
property. Mr. Nish has intimated that next
year he intends presenting a handsome Chinese
cup for competition amongst the members."

The first general meeting of Messrs. Schaff's
Oil and Bone Mills, Ltd., was held on Sept. 25th
at the Company's office at Shanghai. The
Chairman said the meeting was called in order
to comply with the provisions of the Hong-
kong Companies' Ordinance. The Company
was registered on May 31 and the buildings and
property had been repaired as far as was found
necessary. All the machinery had been ordered
and the first batch was now in course of ship-
ment. Of the capital of the Company, of which
\$120,000 were issued for present requirements,
201 shares had not yet been applied for, and
shareholders were open to acquire any of the
balance.

The Shanghai Tientsin has caused the arrest
of several natives engaged in secretly smuggling
opium for Mexico. The arrested men are said
to be agents of two companies, which wished
to get three hundred coolies each. It is stated
that the majority of the enrolled coolies are
natives of Pootung and this district. Some
600 coolies intended for work on the Mexican
Central railway were embarked some days ago
on the *Reine Dufour*, but owing to the
neglect of those responsible for the recruiting
to inform the Tientsin and go through the proper
formality there has been some delay in the
dispatch of the vessel.

It is reported in the *Jih-Jih* says the *China
Times* that by instructions from the British
Government, Sir John Jordan has requested
from the Waiwup a further explanation of the
Imperial Decree issued on May 9 concerning
the appointment of Tich Liang and Tang
Shao as Controllers-General of the I. O. C.
Sir John points out that the demarcation of
authority between the new Controllers-General
and the Inspector-General (Sir Robert Hart) is
not clearly defined in the Decree. Moreover
some of the recent acts of their Excellencies
Tich and Tang have been contrary to the
stipulations of the loan agreements concluded
between China and Great Britain and Germany.

The first episcopal anniversary of His Lord-
ship Bishop Pozzani was duly celebrated on
Monday. In the morning a solemn High Mass
was sung by the Very Rev. P. de Maria, the
Pro-Vicar Apostolic, which was numerously
attended. During the day many distinguished
residents and personal friends of His Lordship
called to pay their congratulations and respects to
the popular prelate. In the evening the Catholic
Union gave a dinner in honour of His Lordship
in their new and spacious Club room at Glenalee.
Covers were laid for 50. Among the guests
was the Consul General for Portugal, and nearly
all the priests of the Italian Mission. The Club
house of the Catholic Union had a new wing
added to it recently, and the improvements were
at once noticed on Monday evening.

The *China Times* reports:—It is reported in
the native Press of Peking that the Chinese
Government has made arrangements with the
Japanese Minister, Mr. Hayashi, regarding the
restoration of Yingkou to China and the aboli-
tion of the Japanese Military Administration
Office there next month. H. E. the Viceroy
Yuan has been advised by the Waiwup to hold
the officials and police constables who have been
specially selected for service in that treaty port
in readiness for dispatch to Yingkou next month
to take the places of the Japanese. The Viceroy
has selected 300 police from the Tientsin City
police, 50 men from the Tientsin Sanitary Office,
and 30 native detectives placed under the com-
mand of Major Tsui Hsiang-kai, who is now
at Yingkou making the necessary preparations.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress* of Japan arrived at
Nagasaki at noon on Monday, the 1st inst., and
left again at 7 p.m. same day, for Kobe, where
she is due to arrive at 7 p.m. on Tuesday, the
2nd inst.

The N.Y.K. str. *Kagoshima Maru* (Bombay
Line) left Bombay for this port via Singapore
on the 30th Sept.
The British str. *Nanshan* left Saigon on the
2nd inst. for this port, and is due here on or
about the 6th inst.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

WELSH MINERS ON STRIKE.

LONDON, October 2nd.

Twenty-eight thousand miners in
South Wales have notified their
intention of going on strike unless the
non-union men are dismissed.

THE CUBAN REVOLT.

LONDON, October 2nd.

Cuba is now quiet and the despatch
of troops from the United States has
been suspended.

INTERPORT CRICKET.

DISAPPOINTING WEATHER.

SHANGHAI, October 2nd.

The heavy downpour of rain offers
no prospect of cricket to-day.

LATER.

It is hoped to start the match after
tiffin, as the rain is now less heavy.

SHANGHAI, 3.20 p.m.

The heavy rain continues, so the
opening of the match is postponed
until to-morrow.

REUTERS SERVICE.]

THE UNITED STATES AND CUBA.

LONDON, September 30th.

An American Provisional Government has
assumed possession of Cuba, and Mr. Taft,
who has formally proclaimed himself
Governor, declares that the Government is
only undertaken on account of the necessities
of the situation, and with the sole purpose
of restoring peace and order, and public
confidence, until a permanent Government
be established.

STRIKE ON THE CLYDE.

LONDON, September 30th.

Seven thousand ironworkers on the Clyde
have struck for a rise of wages.

THE UNITED STATES AND CUBA.

LONDON, September 30th.

The action of Mr. Taft was the result of
the failure of the Cuban Congress to elect a
successor to President Palma.

President Roosevelt has ordered 6,000
troops to proceed to Cuba immediately.

Mr. Taft has released the Cuban political
prisoners. The Cubans are not opposing
the action of the United States.

THE RECENT STORMS IN THE UNITED STATES.

LONDON, September 30th.

Every house along the water front at
Pensacola, for ten miles, has been wrecked
by the hurricane and 30 miles of the rail-
way has been washed out. Eight steamers
have been sunk, and 2,000 people are home-
less in Pensacola, and the forts at the naval
station are damaged badly.

CRETE.

LONDON, September 30th.

Mr. Zimis has been formally invested
at Athens, as High Commissioner.

CHINESE IN THE TRANSVAAL.

LONDON, September 30th.

The last batch of Chinese imported
Coolies has arrived at Durban.

N.C. Daily News Service.

TARTAR GENERAL SHOT.

Tokyo, September 26th.

It is rumoured that the Tartar General of
Hailujiang, H. E. Ching Ching-to, has been
shot near the Amur River by a Russian soldier.
He is said to be seriously injured.

A DISTINGUISHED TRAVELLER.

Tokyo, September 26th.

Count Kozui Otani, Lord Abbot of Western
Honour Temple at Kyoto, leaves Kobe on
Thursday with Countess Otani, who is the elder
sister of the Crown Princess, on a prolonged
tour.

He will first visit Peking and will then
proceed by motor boat from Shanghai up the
Yangtze. His intention is to explore the in-
terior of China as far as Szechuan.

Count Otani studied in England and on his
homeward journey undertook a long tour of
exploration in the region of the Caspian Sea,
the Himalayas and in India. Since then he
has visited various places and was lately in
Sakhalin.

He has been appointed geographical expert to
the Foreign Office.

Count Otani does not believe in the reported
opening of Kirin on October 18.

We are requested to announce that in con-
sequence of the deeply lamented death, ye-terday
of the Honble. Capt. Baron Lawrence, R.N.
there will be no reception held at Government
House after the wedding of Miss Bekeley
and Captain G. F. Muller tomorrow,
Thursday.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held
on October 2nd at the Board Room. The
Hon. Dr. Atkinson (president) presided, and
there were also present Dr. E. Clark, M.O.H.,
Mr. E. A. Irving, Lieut.-Col. Jodan, Mr.
A. Shelton Hooper, Hon. Mr. W. Chatham
(vice-president), Mr. Fung Wa-dun, and
Mr. G. A. Woodcock (secretary).

SCAVENGING CONTRACTOR'S BOATS.

The M.O.H., Dr. PRANKS, presided. The
scavenging contractor reports the loss of all his
boats. He tells me it will take him six weeks
to replace them, and I have therefore ordered
him to remove the city refuse to the depots
at Tai Hang and Kennedy town, and have told
the inspectors to have it burned there. The
loss to the contractor must be very heavy, and
in the interests of the public health, I beg to
suggest that the Government come to his help
with a view to quickly obtaining new boats.
Otherwise I have fears of the contractor com-
pletely throwing up the sponge and leaving us
to carry out the contract ourselves.

Mr. HOOPER—The matter of compensation
is one entirely for the Government, and not the
Sanitary Board.
Hon. Mr. HEWITT—The Sanitary Board
might well recommend to the Government in
the public interest that all assistance should be
given to the contractor to replace the boats as
promptly as possible. Later the police com-
mittee might consider this man's case and see
their way to make him a grant.

Mr. LAU CHU-PAK—I agree with the M.O.H.
that unless assistance is given to the contrac-
tor at once possibly he cannot go on with the work.

The PRESIDENT—I am informed that
arrangements have been made by the Govern-
ment for practically taking over the disposal
of this refuse from the contractor. In other
words a lighter has been bought, and will
commence operations to-day. It has a capacity
of 25 tons and will make three journeys a day,
so we hope in a few days, to get rid of the
accumulation collected since the 18th ultimo.
During the recent rainy weather it has been
impossible to burn all the rubbish, but as much
has been burnt as possible, and now we have got
the lighter the accumulation will, I hope, soon
disappear. A letter has been sent to the Sanitary
Board which was received by the Government
from the scavenging contractor dealing with
the subject. I have not had time to circulate
it, but if members wish, it can be read now or
circulated.

Mr. HOOPER—What is its purport?

The PRESIDENT—Simply a letter from the
contractor asking the Government to assist
him.

OBSTRUCTION AT GARDEN ROAD.

Mr. HOOPER—Since the removal of debris on
the 18th ultimo I think it would be well for the
Board to know that at the Public Garden the
debris has increased within the last
four or five days four or five feet.
Brushes have been cut down from trees
and planted on the road. I don't know
whether this is a matter for the Sanitary Board,
but I think the attention of the Government
should be called to it. The obstruction at
the Garden Road before was bad enough, but on
Saturday night it was four feet thick and
extending from gutter to gutter. In fact it
was so thick that a chair could not pass.

The PRESIDENT—That work was undertaken
by the Botanical and Forestry Department,
and is now within the province of the Board.
I understand it is now being undertaken by
that department.

Mr. HOOPER—I am speaking of the stuff
left there for the scavenging contractor to re-
move. I don't think the Botanical Department
is removing the rubbish to the dust boats.

MORTALITY STATISTICS.

The mortality statistics for the week ending
4th August showed that the death rate for the
whole civil community British and foreign,
was 9.98 as against 3.49 in corresponding week
of last year. The death rate for the whole
colony, including the army and navy, was 15.91
per 1,000 per annum as against 2.17 for the
corresponding week last year. Week ending 11th
August—civil population, British and foreign,
44.9; whole colony, 22.2. Week ending 18th
August—civil population, 24.9; whole colony,
19.2. Week ending 25th August—civil popu-
lation, 29.9; whole colony, 22.3.

TYPHOON NEWS.

MESSAGE FROM THE ADMIRAL.

His Excellency the Governor received the
following telegram from the naval Commandant-
in-Chief of the China station:—"Just received
details typhoon. Squadron officers sincere
sympathy to Colony.—Admiral Moore."
His Excellency replied as follows:—"On
behalf of the Colony I express deep gratitude
for kind message of sympathy.—Nathan."
TRAISE FOR "DELHI" CAPTAIN.

The N.C. Daily News understands that in
view of the splendid manner in which the P. &
O. S. *Delhi* was handled during the recent
typhoon at Hongkong it has been suggested
among the passengers that the Company should
be informed of the general appreciation on
board of Captain Andrews' foresight and
seamanship. The rising sun gave the first
indication of bad weather and before the sudden
drop of the barometer, shortly after 8 a.m.,
heralded the proximity of the typhoon, all
sailings had been removed and the *Delhi* was
prepared for the worst. Subsequently Captain
Andrews elected to navigate at night the narrow
channels leading out of the harbour and meet
the second typhoon in the open sea rather than
expose the *Delhi* to the danger of contact with
drifting vessels in the harbour.

THE DOUGLAS STEAMSHIP CO.

The twenty-third annual general meeting of
shareholders of the above company was held at
the offices, Douglas Street, yesterday. Mr.
H. P. White presided and there were present
Messrs. W. J. Gresson, Messrs. A. Babbington,
A. G. Wood, J. A. Jupp, J. S. Perry, S. H.
Michael, E. J. Moses, M. Mahmoud, Wang
Puk Yau, Tsoi Kai, and J. E. Gomes, secretary.

The notice convening the meeting having
been read.

The CHAIRMAN said Gentlemen. The
report and accounts having been in your hands
for some days, I will, with your permission, take
them as read. We, in common with other
shipping interests in the East, have suffered
from the extreme depression of trade generally
and competition on our lines has been rendered
keener by the paucity of remunerative
employment outside. The heavy increase in
the price of coal during the year has proved
seriously detrimental, and extra docking
charges, as pointed out in the report, have
still further militated against profitable
working of the steamers. During the
year the "Haiman" has frequently had to shut
out cargo, which was diverted to opponents,
and had the steamer which was proposed to be
built last year which while carrying consider-
ably more cargo would have cost little more to
run, been in her place, we should have been
able to run her at a fair profit, considering the
abnormal conditions prevailing during the year,
and have materially lessened opposition. After
due consideration the General Managers and
Consulting Committee have decided to offer
to shareholders a dividend of 5 per cent, which,
it is hoped, will be considered a fair
one in a bad year. As regards the present
year's working, prospects are certainly more
favourable. Earnings to date are fairly
good. Coal is considerably reduced in price,
and we trust will still go lower. We shall
make a considerable saving in insurance of
steamers, while keeping them fully insured; and
if trade improves and there are no unwar-
ranted extra docking charges, we venture to think we
may look for a considerable improvement in the
net result of the working of the steamers. The
recent disaster to the Colony, which we all deplore,
will doubtless dislocate the working of cargo for
some time and we are fortunate in having the
use of our wharf, which at the present juncture
is of the utmost value. It is with regret that
I have to refer to the death of Mr. C. H.
Thomson, who was a member of your Consulting
Committee for some years. Before moving the
adoption of the report and accounts, I shall
be pleased to answer any questions that shareholders
may wish to ask.

Mr. PERRY, who could not be heard from the
press table, was understood to criticise the state-
ment that if they had had a bigger steamer
than the "Haitan" they would have done
better during the year.

The CHAIRMAN's reply was that the
"Haitan" had had to shut out cargo.
Mr. PERRY did not see how they would
improve their position next year.
The CHAIRMAN—By the reduction of ex-
penses.

Mr. PERRY also referred to the loss of
wastage.

The CHAIRMAN's reply was not heard at the
press table.

Mr. PERRY—Do the steamers get decent
cargoes?

The CHAIRMAN—Yes.

Mr. PERRY—Do they pay their way?

The CHAIRMAN—Certainly.

Mr. PERRY—What do shareholders get out
of the working of the steamers?

The CHAIRMAN—Five per cent this year.

Mr. PERRY then went on to say that he did
not think it would make any difference whether
they had a good year or a bad year, and men-
tioned a certain arrangement with Chinese,
which, if that were kept, would prevent them
taking advantage of higher prices for freight;
There would be no improvement in the company
unless they effected some retrenchment in the
expenses.

The CHAIRMAN—We are retrenching.

Mr. PERRY—I mean with regard to general
expenses.

The CHAIRMAN was understood to say that
they could not retrench any further.

Mr. PERRY—Then if you cannot we are in
no better position.

On the motion of the CHAIRMAN, seconded
by Mr. JUPP, the report was adopted.

The CHAIRMAN proposed and Mr. JUPP
seconded the resolution of the Hon. Mr. W. J.
Gresson, Messrs. Babbington and Wood to the
Consulting Committee. Carried.

Messrs. W. H. Potts and A. E. Lowe were
re-elected auditors on the motion of the CHAIR-
MAN, seconded by Mr. PERRY.

The CHAIRMAN—Thank you for your atten-
dence, gentlemen. Dividend warrants will be
ready this afternoon.

POLICE COURT.

Tuesday, 2nd October.

BEFORE MR. P. A. HAZLELAND (SECOND
POLICE MAGISTRATE).

OPENING REGISTERED LETTERS.
Tung Fung, an unemployed coolie, was
charged at the instance of the Post Master
General with opening or causing to be opened
four registered letters, with stealing out of a
registered letter a cheque for \$102, and with
forging certain mail matter, by applying a

DEATH OF CAPTAIN BARNES
LAWRENCE.

The Hon. Captain Barnes Lawrence, Harbour Master, died yesterday afternoon at 1.30. The news, although unexpected so far as the community was concerned, came as a shock to all who heard it and the most profound regret and deepest sympathy were expressed on all hands. Everyone was sensible of the loss which the Colony had sustained, for in addition to being a most capable and conscientious officer, he had the best interests of the port at heart, and he was a man beloved by all who knew him. In short he was an excellent type of an English gentleman.

Since the disastrous typhoon of 18th September he was unusually depressed. The death of Bishop Hoare was a great blow to him and the sense of keen personal loss which he experienced affected his spirits. The fact that a child in the course of his duties during the few days following the typhoon and on Monday week he was at duty as usual but he was not to go home, as it was apparent to those around him that he was anything but well. Still nothing serious was anticipated, but complications ensued. His condition became more critical and his illness, Mr. Macri, regarded it as kept alive on champagne, being unable to take any other form of nourishment. He gradually declined and the end came peacefully yesterday afternoon.

The deceased officer was a man who had distinguished himself in the service of his country. Born in May, 1855, he was then in his 52nd year when he died. Entering the Navy, he early saw active service. In 1876 he took part in the punitive expedition up the River Gambia. He was with the naval brigade during the Kaffir War of 1877-8, and went through the Egyptian campaign in 1882. Prior to that he saw service in China, being in 1881 sent by the Admiralty for work under the Chinese Government. In 1885 he was engaged on the Somali coast, and from 1892 to 1896 he was employed as commander in the Naval Intelligence Department. He was appointed Captain of the Port of Gibraltar in 1898 where he was a great influence for good among the men of both services. When the port passed into naval administration it became necessary that an officer on the active list should fill the position. Captain Barnes Lawrence was accordingly transferred to Hongkong, where he arrived in the early part of 1904 and took over the duties of Harbour Master. The fact that he had two decorations, medals for the Egyptian and Kaffir wars, testifies to his conduct in the time of battle.

It is no straining of language to say that Captain Barnes Lawrence was the most popular man that ever filled the post of Harbour Master. Not only was he considered in every respect to the members of the shipping community and always ready to advance their interests consistently with a due regard to the rights of the colony, but he was kindly disposed to all who worked under him, and the staff at the harbour office felt that in his passing away they had lost a real friend. He met every one as a man but no one ever failed to recognize his position. Apart from his duties in the harbour department, he took a not inconsiderable part in the government of the Colony. He had a seat at the Legislative Council, but though he was one of those members who was always on his feet addressing the assembly, however he did not speak his words were listened to, and his opinions treated with the greatest respect. Only a few weeks ago he made an interesting speech explaining the ordinance to amend the Merchant Shipping Ordinance. The further consideration of this measure was to have engaged the Council last Thursday, but in the absence of the Harbour Master it was postponed.

As one would expect from his kindly nature, he associated with Mrs. Barnes Lawrence, too, a considerable interest in local philanthropic movements. He was an active worker in St. John's Cathedral and was identified with the mission to the Chinese.

In addition to being Harbour Master, he acted as Marine Magistrate, in which capacity he always tempered justice with mercy. He was Emigration and Census Officer, Registrar of Shipping, Superintendent of Gunpowder Depot, Collector of Light Dues, Superintendent of Imports and Exports, and agent for the Commercial Intelligence Department of the Board of Trade.

Deep sympathy extended to Mrs. and the Misses Barnes Lawrence in their sad bereavement.

The funeral will take place this afternoon at five o'clock from the Naval Hospital.

THE GERMANINER "HABSBURG."

Yesterday was a gala day on the H.A.L. steamer *Habsburg*, which was thrown open to public inspection, the occasion being her maiden trip to the East. The vessel, which was under the command of Captain Lawrence, was loaded with all the comforts of modern ocean liners, including a well equipped saloon, a luxurious smoking room, comfortable cabins, and a spacious promenade deck. From 10 a.m. until midday throngs of visitors inspected the new steamer and all admired the advantages she would afford voyagers. Among these who paid her a visit was the Chief Justice, Sir Francis Piggott.

The *Habsburg* is a steamer of 6,130 tons with accommodation for first class passengers only, a rate which was averaged on the present voyage from Hamburg to Hongkong. Her cabins are most single berthed and there are no top berths in the ship, an improvement which will be appreciated by travellers. In fact, the steamer is specially constructed with a view to giving comfortable accommodation in the tropics, and that she has succeeded admirably in the respect, the enormous numbers of those who have travelled by her should testify.

"C.P.R." FIGHT WITH TIME.

HALF WAY ROUND THE WORLD IN THIRTY DAYS.

Half way round the world in 30 days with only two changes and scarcely more stops is the latest development of the C.P.R. Twelve thousand miles under one house flag on one ticket, and with baggage checked right through, supplied throughout with every comfort of modern travel, and less than in ordinary experience on a trip of a few hundred miles. Starting from Liverpool and being landed at Hongkong, after traversing two mighty oceans and the North American Continent within the space of one month. It is by far the most wonderful feat of transportation over distance that the world has ever seen, and one which no other transportation company but the great Canadian railway enterprise could dream of. By its travellers will buy a ticket in England, and travelling steadily westward, will in a trice over four weeks be brought to the heart of the Orient, within the space of one month. The process will be reversed, the traveller leaving the East, journeying east, and in 30 days be in England, the harbours of the west.

This greatest and latest project of the C.P.R. is the direct result of the placing in commission of the new *Empresses*, which have cut down the time taken in crossing the Atlantic, the sailing schedule of the *Pacific Empresses* will be altered so that travellers will be taken from the Atlantic *Empresses*, rushed across the continent in a special train, and at once transferred to the waiting *Pacific Empress* for the journey across to Hongkong. And in the whole journey they will only go beyond British territory once, when the boats touch at Japan ports and Shanghai. The same process will be repeated on the return trips.

One of the main reasons which have dictated this wonderful achievement in fast travelling is the desirability of proving that by the Canadian Route Mails and Passengers can be transported to Hongkong in much the same time as by what is known as the "Overland Route" via Suez; although the distance is some 3,000 miles greater. To Shanghai the period of transit is considerably lessened in comparison, and by the Canadian Route, Japan is brought nearer to the "Old Country" by about 2 weeks than that by way of Suez, a most important feature in this time saving, and in which we live. This advantage is so apparent, that it is not to mention the additional comfort of the trip only broken trips, together with the advantage of crossing Canada on the way, and always being under the British command on the ocean highways, that it must have a potent effect in swinging the pendulum of the world's travel via Canada.

This is the way the C.P.R. timetable between Liverpool and Hongkong works out in the rough.

Liverpool to Quebec Days
Quebec to Vancouver 7
Vancouver to Hongkong 19

To give a better idea of the huge nature of this undertaking one must consider the mileage involved in these inter-oceanic excursions, which considerably illumine the matter. They are:

Liverpool to Quebec Miles
Quebec to Vancouver 3,072
Vancouver to Yokohama 4,282
Yokohama to Shanghai 1,728
Shanghai to Hongkong 310

Total 12,000

A new C.P.R. train which is the connecting link for the ocean service, known as the "Overland Mail" left Quebec on its first run on Friday, August 31st, on which date the *Empress of Ireland* reached that port. Within about an hour the westbound passengers were transferred, with their baggage, to the train, and 96 hours later they were in Vancouver for transportation to the Orient; the same of speed with the absolute minimum of inconvenience. The mails of course, are carried on the same train.

The first return trip began on September 17th from Vancouver, on the arrival of the *Empress of India* and reached Quebec on September 21st, to connect with the *Empress of Britain*, due in Liverpool with the mails and passengers from the East on September 25th, and thence onward the trips will recur regularly between the two seas of the Empire. The only change necessary to inaugurate this service was the setting back of the sailing dates of the *Pacific Empresses* one day. The Atlantic schedules will not be changed at all.

The "Overland Mail" train will consist entirely of sleeping cars, a diner and mail and baggage cars, a veritable train de luxe, designed for nothing but through traffic, and with the minimum of stops in its long course across the continent.

In order to ensure rapid transit, the engines and cars used will be subjected to a specially careful examination before going out, so that no delays by petty accidents may happen, and only the finest engines and most expert engineers and crews will be employed. The train will be given right of way over all other traffic of any kind whatsoever, and orders will be sent ahead that special care be taken that no minor delays occur when it is necessary to change crews or engines or take on water, etc.,—everything with the exception of safety and comfort of passengers, will be sacrificed to speed in order to keep the schedule of 96 hours for the run across the Continent and so ensure the closest of connections throughout.

The American Government's call for tenders for the supply of Chinese coolie labour on the Panama canal works is not likely to achieve much. The terms offered to tenderers are considered prohibitive.

"AKASHI MARU" STRANDED.

The "Akashi Maru" ran on a reef near Amoy on the 30th September, but fortunately there was no loss of life. The vessel, which belongs to the Osaka Shosen Kaisha, plying between Hongkong and the coast ports. She had left Amoy on Sunday morning bound for Swatow and Hongkong, but about two hours distant from her starting place she ran into the North Morop reef. There were about 100 passengers on board, including many Europeans, but all were taken off by the C.N.C. steamer "Yenchow", to which the treasure and mails were also transferred. The passengers were landed here yesterday. The "Akashi Maru", of 1,571 tons, was built in Dundee. She was commanded by Captain J. A. Morley who was also brought to Hongkong through the good offices of the "Yenchow".

ORGAN RECITAL.

Mr. Norman Fuller gave an organ recital yesterday evening in St. John's Cathedral in presence of a fair company of music lovers. The programme was as under: Funeral March and Hymn of Sorghs (A. Guilman), solo: "O Lord Who now art seated" (Old French Melody, Mrs. Kow: Tocata (E. d'Evry): Andante (Bistice): hymn: La Dernier Sonnet: "La Vierge" (J. Massenet): Grand Choeur (Th. Salome): solo: "There is a green hill" (Graham): Mr. Frank Austin: Boreone (Grieg): (M. B. B.): Tocata, Symphony V. (C. M. W.). The efforts of the organist and the soloists met with the approval of the audience. The hymn sung was the favourite of the late Bishop Hoare.

ST. ANDREW'S CHURCH.

With the view of realizing the desire of the late Bishop of St. Andrew's Church, Kowloon, should be dedicated and opened for Divine service on Saturday next, the Cathedral Church Body have set the Rev. A. J. Stevens free from the duties of Acting Chaplain of St. John's Cathedral that he might be able forthwith to assume the responsibilities of the new charge at Kowloon, for which especially the late Bishop Hoare invited him out to the East. As the September number of the Cathedral "Church Notes" stated, in connection with the opening of the new church, the Rev. G. A. Bunbury and A. D. Stewart will now be responsible for the Cathedral until the return from leave of the Chaplain, the Rev. F. T. Johnson, and communications on Cathedral matters or concerning the Peak Church, should therefore be made to them at St. Paul's College or at the Cathedral vestry before or after any of the services.

Details of the arrangements for the opening of St. Andrew's will be communicated as soon as the contingencies on which they depend will allow, and it is earnestly hoped that all who have manifested interest in the new Church will endeavour to be present at the opening services.

FRENCH INDO-CHINESE LOAN.

The French investor will shortly have the opportunity of subscribing to a new loan of one hundred million francs, which M. Beau, the Governor-General of French Indo-China, has come to Paris to raise. The proceeds will be devoted to the construction of roads and bridges and the improvement of existing methods of irrigation, both excellent objects. M. Paul Doumer, the immediate predecessor of M. Beau, was a far-seeing man, who gave the colony the benefits of a very serviceable railway system. The new loan is one which Frenchmen will not doubt, be so ready to subscribe that no portion of it is likely to be placed in London. The English investor, however, although he may be required to stand aside, will watch with the greatest possible amount of friendly interest the application of the money to the purposes indicated by M. Beau, and the subsequent increase in prosperity of a colony which, under the enlightened rule of France, has already made substantial progress. Tonquin cost France nearly £2,000,000, and 200,000 valuable lives. It is certainly worth a great effort to obtain the reward which such material sacrifices entitles our neighbour, Indo-China, to. It is three times the size of France, has a population of between 22 and 25 millions of inhabitants, and ought to provide a valuable market for French manufactures. The improvement of the means of communication and of irrigation works in the rice-growing districts are important steps toward this desirable end.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 1st at 5.50 p.m.—Orders issued to hoist the Red Drum (Typhoon E. of the Colony being 200 miles).

At 6.15 p.m.—The typhoon is in Central Formosa and moving West-Northwest.

On the 2nd at 10.15 a.m.—Signal lowered. At 11.20 a.m.—The barometer has fallen rapidly at the Formosa Channel stations, and on the E. coast of China.

The typhoon has recovered, and is now in the N. part of the Formosa Channel. It will probably move to the N.E. ultimately.

The weather will improve in the Formosa Channel, but continue bad over the Eastern Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. today, 0.90 inches.

The forecast for the 24 hours ending at noon today is as follows:—

Hongkong & Neighbourhood { N.W. winds, moderate, fine.
Cyclonic winds decreasing.
Formosa Channel { N.W. to W. winds, fresh.
South coast of China between { Same as No. 1.
Hongkong and Looe {
South coast of China between {
Hongkong and Looe {

THE HONGKONG TYPHOON.

FORETOLD BY FORMOSA.

Sicawei, September 22, 1906.

So many naval officers, shipmasters and other information respecting the disastrous typhoon of the 18th, that we feel we must a general desire in publishing at once the following notes, though they must necessarily be very imperfect and will have to be completed, and perhaps corrected, when the observations and documents are at hand, which we hope to receive as usual by the kindness of our navigating friends.

The storm was a typhoon, with a narrow diameter, but regularly shaped; somewhat of the type of the one which took the coast between Amoy and Swatow, during the night of the 18th instant.

The first signs of the new disturbance were once more given by the Japanese observations in the islands E. of Formosa, the importance of which cannot be overestimated. With these and the telegrams from Formosa, we were enabled to send the first warning: "Typhoon South of Moko, Sima" to put ships paying for the South up their guard. This was called to the China Coast Steamships, on Saturday, 15th, at 11.30 a.m.

The direction of the centre could not yet be surmised. The bulletin printed the following day, the 16th, noted that the movement was bringing the centre towards the S. end of Formosa. At the S. Cape, the N. breeze had freshened to force 6, and a N. gale, force 8, was sitting in at the Pescadores. An account of a new signal was sent on telling that the cyclone was nearing the E. shores of the Island, with a slow motion.

All the stations seem to have been too far from the central vortex to determine more accurately its direction, though it was clearly moving towards Formosa and China. In the afternoon we had to forecast rough weather in the Channel, with strong N. winds along the coast, N. of it, up to the Channel.

The worst of the cyclone was not in the centre of the isobars, which are shown surrounding Formosa, on the Siewai daily charts, but in the southernmost part, near the Bashi Channel. It may be that the violent vortex was formed not far from Formosa.

Two points seem quite clear: First that the vortex, while advancing Westward, was becoming more and more; indeed, though it did not pass so far from the S. Cape as from the Pescadores, yet the fall of the glass at Hukato (Pescadores) was heavier than at the other station (Koshu). The next day, still at Swatow, the minimum was lower, though at still greater distance. The conclusion is that the storm which first touched the W. coast, W. of Formosa, was a heavy S.W. gale was, in fact, a typhoon, though some of the observations are little to be relied on. The reason may have been the high reading then prevailing in Siberia and Mongolia, which were progressively overrunning over the Yangtze Valley. From the 15th to the 16th the barometer had risen from 30.2 to 30.5 at Tientsin (S. of Lake Bolob).

As a consequence, the pressure went up from the 15th to the 16th, from 29.76 to 30.14 at Shanghai, and to 30.40 at Hankow and Tientsin. This served to make the gradient steeper and to increase the violence of the vortex.

As far as can be seen, from the curves traced with the tri-daily observations received from Formosa, the centre passed on the 16th, about 9 a.m., off the S. Cape, and at 3 p.m. E. of the Pescadores, where a heavy S.W. gale was, in fact, a typhoon, though some of the observations are little to be relied on. The reason may have been the high reading then prevailing in Siberia and Mongolia, which were progressively overrunning over the Yangtze Valley. From the 15th to the 16th the barometer had risen from 30.2 to 30.5 at Tientsin (S. of Lake Bolob).

The first information at our disposal is from the M. M. steamer *Oceanic*, carrying the French Mail to Swatow. The ship left Hongkong on the 17th, at 3.30 p.m. When off the Hongkong passes, Commandant Courlet noted, in his very full report, very variable E. breezes, with light but well-marked E. swell. Whether this swell was due to the very unsteady breezes, or was the swell of the typhoon, cannot be determined with any certainty, though the latter alternative seems more likely.

At 8 p.m. when the sky became overcast and lightning was seen near the horizon. At 9.30 p.m. squalls began to be felt, first from E. S. E. then from N. E., as they became steeper and more violent. The seas from E. and S. E. were soon enormous, and the Captain was forced to leave, steering E. to keep clear of the coast, the ship labouring heavily.

The whole report cannot be quoted here. At midnight, the gale was veering from E.W.E. to E. S. E. On the 18th, violent easterly squalls, at 1.30 a.m. full storm from E.S.E. the centre was passing S. of the vessel. The glass stopped falling about 2 a.m. and rose rapidly at 2.30 a.m. the wind shifting gradually to S.E. The minimum registered, all corrections made, was 29.57. The steamer was then not far from Breaker Point, having steered up to 10 p.m. at the rate of E. S. E. knots.

It is worth noticing, that while the *Oceanic* was in the struggle with the storm, S.W. of Swatow, the *Kunow*, Captain J. M. M. M., experienced a heavy N.E. gale far north of the Channel, from 8 p.m. to midnight, and went at 4 a.m. on the 18th to take a steamer under Triglo Islands in lat. 27. Did he remark also that the French Mail was seen as a white cloud on the horizon, found being carried out and set in, owing doubtless to the mass of sea water pushed toward, or driven by the violent cyclone towards the coast of China; this is the phenomenon of the disastrous cyclone waves? so well known in the Bay of Bengal and elsewhere.

As regards Hongkong the particulars of the catastrophe are too well known to be reported here. The daily fall of the 17th, had been rather deep, but we do not know exactly the time of the lowest reading during the storm. Taking as an approximation 5.30 a.m., in the middle of the hurricane we find that from the passage S. of the French Mail, the cyclone had travelled with a velocity of about 137 miles an hour. The rate was apparently increasing from Formosa. When we compare the distances travelled on the tri-daily observations of South Cape and the Pescadores, it appears that in 7 hours the centre passed from the first station to the second; now, from the S. end of Formosa the passage, S. of the *Oceanic*, the distance was crossed on the track, in about 31 hours, which makes a mean velocity of 7.5 to 8 miles an hour; there is every reason to be given that it was increased gradually.

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FINALITY OF HUMAN KNOWLEDGE.

THE PRESSURE OF LIGHT.

Mr. T. W. Kingmill, of Shanghai, sends a long letter to *Engineering* on the pressure of light, dealing with a paper by Professor J. H. Poynting on "Some Astronomical Consequences of the Pressure of Light."

I am not going to contravene the facts nor the conclusions arrived at. But does the argument begin and end with light rays? I know not. A very few years ago the only rays that we knew to be transmitted by means of ethereal vibrations were those of light and heat. Now we know that they are manifold: Heat-rays, X-rays, Röntgen, Becquerel, and we know not how many more, a ray, a ray, a ray, of many of which we make daily use. (Do then go into a hospital and see the patient who is being treated by X-rays, and you will see a ray of light, a ray of heat, a ray of X-rays, a ray of Becquerel, and a ray of Röntgen.) The conclusion I must draw is that it is logically necessary to accept the vibrations of the ether, and their part in conveying radiations of all sorts and degrees, as the sole source of energy in our system, whatever form that energy assumes—heat, light, electricity, &c. &c. We can then compare how it is that gravity, so far from being a separate entity, with its own law being a separate entity, must be accepted into their society as but one of the practical, innumerable forms of radiative energy, all capable of mutual transformation and interaction, according to the momentary conditions. Furthermore, we must assume that the atom and the atom alone, can become the medium and that bodies can only be affected inasmuch as they are built up of atoms. The whole energy of the atom is not then concentrated in gravity, but as we can imagine what is called latent heat, so also latent gravity, a conceivable factor. We can, by suitable treatment, make latent heat sensible, and by a somewhat similar process we can also utilize latent gravity. In neither case are the vibrations at rest. In the case of combined bodies the entire system now acts as a whole, yet even here the vibrations partake of a compound character, part tending to produce movement in space and part engaged in internal oscillation. The former becomes adhesion, the latter heat, light, electricity, &c. The interior of bodies is thus subjected to the same principles as their exteriors, and the principle of the impossibility of motion is not to be held to extend to the ether. Here, probably, too, we reach the finality of possible human knowledge.

BRITISH WORKS ABROAD.

A RESULT OF FOREIGN PROTECTION.

In its current number the *Engineer* publishes an useful article on this subject. The establishment of British works in foreign countries has not been prompted (says the writer) by the same reasons which have dictated removals from one part of Great Britain to another. The real causes lie in the fact that foreign import duties which are, unfortunately, increasing everywhere, which have become so highly a protectionist character that in many cases the retention of old business, or the conclusion of new transactions, is only possible either by the erection of works in certain countries or by the production of agreements with firms abroad for the production of British types of machinery and plant. Whichever course is adopted, the final result is a considerable loss of earnings on the part of the British workman, and the exact amount goes to swell the total of which the latter are deprived in wages owing to the loss of foreign orders through the restrictions imposed on labour in this country.

Among recent instances of the transfer of trade to other countries may be mentioned the arrangements made by Messrs. Thornycroft and Co. for the construction of Italian gunboats and destroyers and motor vehicles and motor boats intended for the Italian market. A second instance relates to the agreement concluded by Messrs. Vickers, Sons and Maxim for the construction of guns and mountings for the Italian Government by the Terni Steelworks Company, only a combination of the latter with other firms. The question of competition in weighing machinery in the United States represents a third case which affects a well-known Birmingham company. It appears that as strong rivalry is contemplated in the American market, where a large business has been transacted for years, the English company has decided to at once take steps to meet it by the erection of works at Milwaukee, on a site which has already been purchased for the purpose.

A fourth instance refers to Messrs. Cammell Laird and Co., the shareholders in which recently authorised the directors to raise or borrow money up to the nominal amount of the company's share capital. It was stated at the time to be undesirable to explain the various purposes for which the money is required. Now it is reported that the company intend to establish ordnance and engineering works at Ottawa as a result of an arrangement with the Canadian Government. The President of the Board of Trade, according to information given in the House of Commons a few months ago, has a list of British firms which have founded works in foreign countries owing to the operation of prohibitive tariffs, but we regret to learn that the list is not to be published. The details would be of considerable interest, as they would probably show precisely where British works in other countries have failed or been successful.

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Hongkong, 22nd August, 1906.

THE OPENING OF MANCHURIA.

Although nearly a month has elapsed since Japan carried out the intention she had previously announced of applying the principle of the "open door" in the Kwantung Peninsula, neither China nor Russia has made any attempt to follow up the lead thus given by the Japanese Government. The situation in Manchuria remains as chaotic and unsatisfactory as before, and it is beginning to be understood that nothing that Japan can do of her own accord will provide a solution of the Manchurian problem. At present the three countries concerned are successfully blocking any chance of an immediate improvement, says the *N.Y. Daily News*. In the North, Russia shields herself behind the strict letter of her engagements and refuses to contemplate any sacrifice of her rights over Chinese territory. Japan in the South, willing to listen on the realization of the scheme for which she fought the late war, and has gone far to testify to the sincerity of her aims by foregoing some of her treaty privileges, but is naturally unwilling to do more until Russia follows her example. In the meantime China, who alone can act as an intermediary between the occupiers of her territory, refuses to play her part, but seeks to press Japan into further concessions, while ignoring the more unsatisfactory situation in the sphere occupied by the Russians. The chief sufferers from this deadlock are China herself and merchants and others, notably in Shanghai with interests in Newchwang; in a lesser degree all nationals are handicapped by the consequent throttling of enterprise in Manchuria. Until China resolves herself to adopt the necessary line of action, the present middle in Manchuria must continue. Even if she were to establish Customs stations throughout the country, the problem would still remain in part unsolved. We are reminded by recent telegrams that the question of the opening of the three great railways of the North, the Ansur, the Sungari and the Nenai, is still a bone of contention between Russia and Japan. Protracted negotiations on the subject have already taken place and the transference of the controversy to the Press of the two countries is hardly likely to expedite a harmonious understanding.

THE SAN FRANCISCO DEATH ROLL.

OFFICIAL FIGURES.

In all, 452 people perished as a result of the disaster of April 18th, which comprises happily with Hongkong's loss on Sept. 18th. The Health Department of San Francisco gave the figures in a formal report sent to the State Health Board.

Of the victims, 260 were killed by the falling walls; 114 perished by fire; 70 were shot and two died as a result of poisoning.

Of the victims, 374 were females and 98 males; 424 were believed to have been white, 18 Chinese and 4 Japanese. Eleven were less than a year old.

The figures relative to males and females, and races of the victims were compiled to June 30th.

Since then ten deaths have been reported, making the total to date 452.

NOTICE.

Communications respecting Advertisements, Subscriptions, and other business matters, should be addressed to the Editor, Daily Press, at the Press Office, 11, Queen's Road Central, Hong Kong.

Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

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THE TWENTY-FIFTH ORDINARY MEETING of Shareholders will be held at the Offices of the Underigned at 12 o'clock (Noon) on SATURDAY, the 29th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 29th instant, both days inclusive.

J. A. D. MATHESON & Co.,
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Terms—As usual.
C. DE M. C. VIEIRA-RIBEIRO,
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Hongkong, 3rd October, 1906. [181]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"GREGORY APCAR"
Captain S. H. Bickel, will be despatched for the above Ports on SATURDAY, the 4th inst., at 3 p.m.
For Freight or Passage, apply to
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THE Company's Steamship
"PERSIA,"
Captain Cragg, will be despatched as above on SATURDAY, the 4th inst.
This Steamer has special accommodation for passengers, electric light and carries a doctor.
For information as to Passage and Freight apply to
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AMERICAN ASIATIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
FROM NEW YORK.
THE Steamship
"ELLEN RICKMERS,"
Captain Mierschke, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 2.30 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
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Hongkong, 2nd October, 1906. [1846]

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NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MANILA AND MANILA.
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by us in any case whatever.
DODWELL & Co., Ltd.,
Agents.
Hongkong, 2nd October, 1906. [7]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE,"
FROM ANTWERP, LONDON AND STRAITS.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, and from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.
All Claims against the Steamer must be presented to the Underigned on or before the 10th Oct., or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th Oct., at 11 a.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 2nd October, 1906. [1837]

HAMBURG-AMERIKA LINIE
THE H.A.L. Steamship
"BRISGAVIA,"
Captain Hildebrand, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underigned, and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before DEPARTURE.
Any Cargo impeding the discharge will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th Oct., will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th Oct., at 3 p.m.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 2nd October, 1906. [1838]

NOTICES OF FIRMS
NOTICE.
I have This Day Commenced Business as BILL and BULLION BROKER,
R. A. GUBBAY,
3, Beaconsfield Arcade,
Hongkong, 1st October, 1906. [1829]

GREGOR & CO.
I, the Underigned, having Purchased the above Business, will continue the same on my own account, and will NOT BE RESPONSIBLE for any Old Debts.
NGAI KU SANG,
Hongkong, 1st October, 1906. [1832]

NOTICE.
THE BUSINESS known as GREGOR & CO., has been SOLD to Mr. NGAI KU SANG, 生學現, and the Responsibility of the Underigned ceases from this date.
CHAN A. FOK,
Hongkong, 26th September, 1906. [1810]

HONGKONG POLO CLUB.

A MEETING of the above Club will be held TO-DAY (WEDNESDAY), the 3rd inst., at GOVERNMENT HOUSE at 5.30 p.m.
J. E. GRESSON,
Acting Hon. Secretary.
Hongkong, 2nd October, 1906. [1833]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of MEMBERS will be held in the City Hall, on SATURDAY, the 13th October, 1906, at 12 o'clock Noon.
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 29th September, 1906. [1823]

THE TRADE MARKS ORDINANCE, 1888.
APPLICATION FOR REGISTRATION OF TRADE MARK.
NOTICE IS HEREBY GIVEN that GERRIT JAN WILLINK, carrying on business at Winterswyk, Holland, as Manufacturer, has on the 27th day of July, 1906, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:
The Representation of TWO BIRDS OF PARADISE facing each other and standing on a branch of a tree with leaves, in the name of GERRIT JAN WILLINK, who claims to be the proprietor thereof.
The TRADE MARK has been used by the applicant since the month of June, 1902, in respect of the following goods:
SINGLES IN CLASS 3.
A Fac-simile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Offices of the underigned.
Dated the 2nd day of August, 1906
JOHNSON, STOKES & MASTER,
Solicitors for the Applicant,
8, Des Voeux Road Central, Hongkong. [1520]

INSURANCES
LUNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.
THE Underigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO.,
Hongkong, 1st January, 1906. [29]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1905 £17,837,119.
I. AUTHORIZED CAPITAL, £3,000,000
SCHEDULED CAPITAL, 2,750,000
PAID-UP CAPITAL, 687,500 0 0
II. FIRE FUNDS, 3,388,720 19 8
The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.
SHEWAN, TOMES & Co.,
Hongkong, 10th July, 1906. [1849]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.
THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [311]

THE GLOBUS INSURANCE COMPANY, OF HAMBURG.
THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.
CARLOWITZ & Co.,
Hongkong, 13th August, 1906. [1585]

INTIMATIONS

NOTICE OF REMOVAL.

THE Office of the Underigned has been REMOVED to No. 15, QUEEN'S ROAD CENTRAL.
O. D. THOMSON,
Hongkong, 2nd October, 1906. [1831]

NOTICE.

INSURANCE COMPANIES and SHIP-PEERS, interested in the Cargo of the S.S. "APENRADE" Sunk at Sion-cotters Island, are requested to Communicate at once with the
COMMERCIAL UNION ASSURANCE CO. LTD.
Hongkong, 2nd October, 1906. [1830]

NOTICE.

ALL PERSONS having CLAIMS against the Estate of the Right Reverend JOSEPH CHARLES HOARE, D.D., late Bishop of Victoria, are requested to send Particulars of the same to the Underigned as soon as possible.
DENNIS & BOWLEY,
Solicitors,
Supreme Court House.
Hongkong, 20th day of September, 1906. [1821]

TYPHOON RELIEF FUND.
AT the request of the General Committee an ENTERTAINMENT will be given in the City Hall, on the Evening of the 10th October.
The following Gentlemen have consented to act as a Committee in connection therewith:—
MR. D. R. LAW (Chairman)
MR. G. PRITCHARD, R.A.
MR. G. BALLOCH
MR. E. OLMISTON (Treasurer)
MR. G. A. CALDWELL
MR. R. SUTHERLAND (Secretary)
Full Particulars of the Entertainment will be published later.
R. SUTHERLAND,
Secretary.
Hongkong, 27th September, 1906. [1800]

HARBOUR MASTER'S DEPARTMENT.
INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:—
On FRIDAY, the 5th October:—
From Sanatorium, in a Southerly direction, at ranges up to 10,000 yards, commencing at 9.30 a.m., and finishing at 12 Noon.
If the weather is unfavourable on the above date, practice will take place on the following day.
All Ships, Junks and other vessels are to keep clear of the ranges.
L. BARNES LAWRENCE, Captain, R.N.,
Harbour Master, &c.
Hongkong, 28th September, 1906. [1815]

THE PUBLIC HEALTH & BUILDINGS ORDINANCE COMMISSION.
TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.:—
1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1905, as now carried out is satisfactory, and, if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the said Regulations.
The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Underigned.
Any person examined as a witness in the enquiry aforesaid shall, in the opinion of the Commission, make a full and true disclosure touching all the matters in respect of which he is examined and will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.
By Order,
W. BOWEN-BOWLANDS,
Secretary.
Hongkong, 7th July, 1906. [1281]

INSURANCES
LUNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.
THE Underigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.
SIEMSEN & CO.,
Hongkong, 1st January, 1906. [29]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1905 £17,837,119.
I. AUTHORIZED CAPITAL, £3,000,000
SCHEDULED CAPITAL, 2,750,000
PAID-UP CAPITAL, 687,500 0 0
II. FIRE FUNDS, 3,388,720 19 8
The Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.
SHEWAN, TOMES & Co.,
Hongkong, 10th July, 1906. [1849]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.
THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [311]

THE GLOBUS INSURANCE COMPANY, OF HAMBURG.
THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.
CARLOWITZ & Co.,
Hongkong, 13th August, 1906. [1585]

FOR SALE
FOR SALE.
CARGO BOATS in Good Condition.
Apply to—
THE MACAO TRADING Co.,
Macao.
1st October, 1906. [1822]

FOR SALE.
DIVING APPARATUS. Prompt delivery.
Apply—
OWSTON & Co.,
Yokohama.
27th September, 1906. [1796]

BOARD AND RESIDENCE
FIRST-CLASS BOARD & RESIDENCE
"ST. GEORGE'S HOUSE,"
2 & 4, KENNEDY ROAD,
and
"TOWER HOUSE," Kennedy Road.
EXCELLENT Table, Every home comfort.
Well furnished rooms facing the harbour.
For terms, apply to—
Mrs. G. SACHSE,
"St. George's House,"
Hongkong, 17th March, 1903. [144]

BOARD AND RESIDENCE.
MRS. GILL AND SONS
"GLENWOOD,"
27, CARRIE ROAD.
Hongkong, 20th September, 1905. [1751]

TO LET.
LARGE FURNISHED BEDROOM, in English family, partial or full board; moderate terms; good locality; verandah; view.
Care of "Daily Press" Office.
Hongkong, 24th September, 1906. [1788]

FIRST-CLASS BOARD & RESIDENCE AT "BRASSIDE."
A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.
Apply to—Mrs. F. W. WATTS,
"Brasside," 20, Macdonnell Road.
Date of "Tang Yuen." [43]

NOTICE TO CONSIGNEES
NOTICE TO CONSIGNEES.
"GLEN" LINE OF STEAMERS.
FROM ANTWERP, MIDDLESBROUGH, LONDON AND STRAITS.
THE Steamship
"GLENAVON,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 4th Oct., will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.
No claims will be recognized if not presented within 14 days of the ship's arrival.
McGREGOR BROS. & GOW,
Hongkong, 27th September, 1906. [1808]

HAMBURG-AMERIKA LINIE.
THE H.A.L. Steamship
"HABSBURG,"
Captain Filler, having arrived from Hamburg, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underigned and to take immediate delivery of their Goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before DEPARTURE.
Any Cargo impeding her discharge will be landed into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th Oct. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th Oct., at 3 p.m.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office,
Hongkong, 1st October, 1906. [1828]

S.S. "TOURANE."
COMPAGNIE DES MESSEGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo from London ex s.s. "Charente," from Havre ex s.s. "Charente," from Bordeaux ex s.s. "Ville de Bordeaux" and "Le Joly d'Audier," in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.
Bills of Lading will be countersigned by the Underigned. Goods remaining

